

From: [Patterson, Mark J](#)
To: [Bryden, Kenneth A](#); [Kiez, Chris T](#); [REDACTED]
Subject: Re: Assessment of Towed Heavy Vehicles Security Intelligence Section
Date: Friday, January 28, 2022 8:29:22 PM

Unclassified

Thanks

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From: Bryden, Kenneth A <BrydenK@ottawapolice.ca>
Sent: Friday, January 28, 2022 8:15:35 PM
To: Kiez, Chris T <KiezC@ottawapolice.ca>; [REDACTED]
Cc: Patterson, Mark J <PattersonM@ottawapolice.ca>
Subject: Fwd: Assessment of Towed Heavy Vehicles Security Intelligence Section

Unclassified

Than you very much Chris for this assessment.

Patts.....fyi

KB

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From: Kiez, Chris T <KiezC@ottawapolice.ca>
Sent: Friday, January 28, 2022 7:17:26 PM
To: Bryden, Kenneth A <BrydenK@ottawapolice.ca>; [REDACTED]
Subject: Assessment of Towed Heavy Vehicles Security Intelligence Section

Unclassified

Ken and George: Take a look and if ok let me know.

Heavy Equipment and Vehicle Numbers

[Approx Convoy vehicle count.xlsx](#)

OPP pickets have reported seeing the hauling of heavy equipment in the convoy. The purpose of the heavy equipment is unknown at this time. Until officers are able to speak to drivers directly to establish the purpose of said, we are unable to provide an exact threat assessment of the impact of the heavy vehicles.

The heavy vehicles at this time are an unknown variable that is concerning to law enforcement. The machinery could be used to form a defensive posture; or even to facilitate an offensive one. The heavy equipment could be items for sale that simply are being moved across country to clients at the same time the trucker(s) are involved in driving to Ottawa.

It is the opinion of this writer, that planners should consider having checkpoints at main arteries into the city. This would allow officers stop truckers hauling heavy equipment, to determine the reason for the heavy equipment and to advise that all heavy equipment is being stored at appropriate sites around the city. Truckers can leave heavy equipment at large open sites that exist coming into the

city. At this time:

- Spokespersons and main organizers of the Freedom Convoy 2.0 have made public statements towards condemning violence as part of anti-government resistance.
- None of the Convoy leaders to this point have addressed the possibility of property damage and little is known about Operation BearHug 2.0 in terms of tactics and timelines.
- The means by which national organizers will attempt to achieve a repeal of all COVID-19 public health mandates and/or a change of government remains largely unknown aside from messaging which has referenced remaining in situ indefinitely, conducting traffic disruptions and creating gridlock around Parliament Hill and surrounding areas.

Several components of the Freedom Convoy 2022 appear to be highly organized, such as modes of communications, coordination of movements, logistics, funding and provisions of food. Given these considerations, it stands to reason that at least some within the leadership apparatus of this action have a plan of how they intend to pressure the Federal government into conceding to their demands.

Whether that includes the use of heavy equipment remains undetermined. However, even if organizers do not currently have intentions of using these machines, *the availability of this type of equipment could pose a significant public safety risk from where some participants may become inspired to act on account of a real or perceived deteriorating position.* The unilateral withholding of funds by GoFundMe is likely to be seen as fairly evident treachery, and could convince extremists in the midst of the groups that the system—GoFundMe is a “woke” corporate oligarchy—to decide to either enact a plan or to create a plan with available resources, including heavy equipment that can be used to make or take apart blockades.

Preventing the equipment from entering the NCR, if it is being brought for an unclear purpose, is one option. **However, the lowest-escalation move, would be a compromise.** Blocking access is a heavy handed tool that can easily cause issues. Turning away a driver who has spent days to get here will be very likely to heighten tensions. However, the compromise would be to have drivers take towed heavy equipment to be parked in large open City yards outside sub/urban areas of Ottawa. Large open areas could be designated in the east and west of the city to be a depot for said heavy equipment until the end of the event, after which time the owner can collect the items.

A compromise of storing the heavy equipment out of the downtown would be one way of mitigating a known quotient of risk in a scenario where a great many unknown variables exist in relation to the true intent and capability of the Freedom Convoy 2022 and Operation BearHug 2.0.

Respectfully

Sgt Chris Kiez

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